

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"ZIETEN" Capt. F. Prosch	WEDNESDAY, Noon, 21st October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt.	About WEDNESDAY, 21st October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. 1.882	THURSDAY, 5 P.M., 5th November.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About the 18th Oct

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Martini	27th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Geonnet	9th Nov., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	10th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through-Tickets to London via Paris from £27.10 to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th October, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND via VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 20 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLR 19th Oct. † CORSE 11th Jan., 1909.

* OLYAN 26th Nov.

S.S. "AMIRAL OLR" expected on the 18th October.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, etc.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE

(45)

Hongkong, 13th October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WU CHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

AIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANY

Hongkong, 9th March, 1904

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamer 3.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAF	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJILIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No 375.

YORK BUILDINGS, 1st floor,

Hongkong, 14th October, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

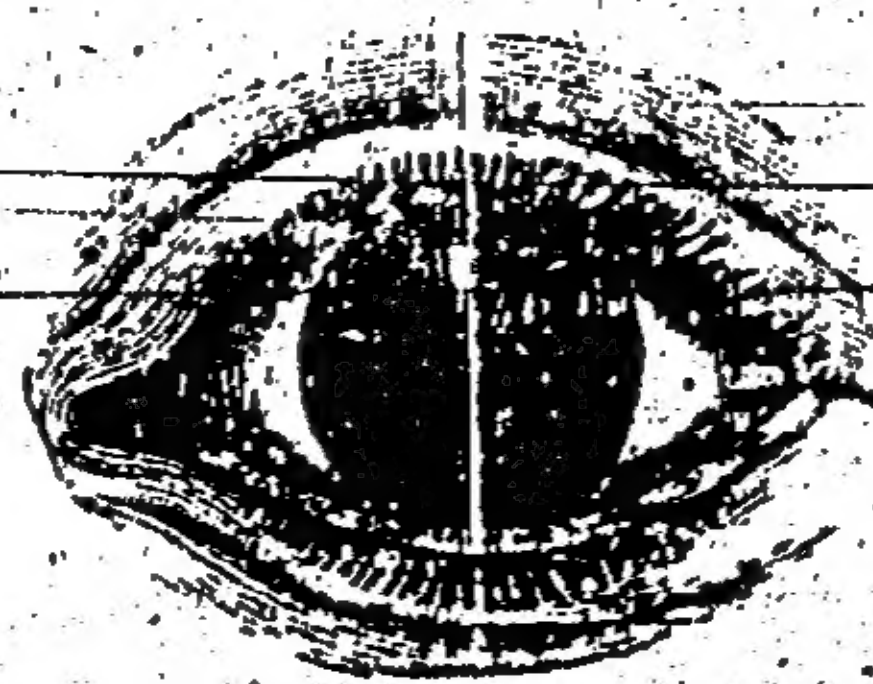
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—Free.

LONDON,

27, John Street, Bedford Row, W.C.1

CALCUTTA,

19, Basile Street

SHANGHAI,

166, Nanking Road

Hongkong, 4th March, 1904

KUGGER'S MILLIONS.

STIRRING STORY OF TREASURE SHIP.

EQUIPPING ANOTHER EXPEDITION.

In South Africa, there is a widespread belief that the late President Kruger's fortune lies buried in the holds of the barque *Dorothea*, a hopeless wreck on the Zululand coast.

Some of the circumstances associated with this impression were related recently, and now comes the version of Captain Charles Gardiner, recently the commander of the exploring ship, *Alfred Nobel*, who is at present in London. Captain Gardiner says the *Teslaph*, his twice visited the wreck of the *Dorothea*, and according to his account she is indeed a treasure-ship worthy of attention. But he discounts the theory that the gold beneath her hatches ever belonged to President Kruger. On the contrary, he states that although a fortune was shipped in the vessel, President Kruger had not only no interest in it, but had no knowledge of it. Still, there the gold lies, apparently awaiting any man who makes a determined effort to get it.

Captain Gardiner states that he first visited the *Dorothea* three months after she was wrecked on the coast, about a couple of miles from Cape Vidal. At that time, he says, one of her masts was still standing. I had heard that a quantity of gold, worth about £450,000, had been placed in her, but afterwards I learned that the value was not more than £40,000. The story, as I investigated it, shapes something like this. Certain officials of the Transvaal Government, seeing that things were going to pieces, and desiring to feather their own nests, issued permits to several individuals, permitting them to engage in illicit gold buying. That is to say, they armed them with authority which enabled them, without fear, to buy gold from mine managers and others at their own price, with a view of getting it out of the country. Apparently these officials were looking to make a fine profit between the purchase price plus the costs of shipment and the figure which the gold would fetch in Europe. That there was something shady about the business is clearly suggested by the fact that when one of the men engaged in the enterprise was arrested, he openly dared the Transvaal Government to prosecute him.

CEMENTED IN THE HOLDS.

But, said the *Telegraph's* representative, the public persistently believes that the gold was the property of President Kruger.

I know that, but Kruger doesn't come into the story at all. He was the one who got left over. The gold was taken to Delagoa Bay, and there a sailing-ship was purchased for its transport. She was then called the *Ernestine*, but they changed her name to the *Dorothea*. She had been condemned by the authorities as unseaworthy, on account of some acid having been spilt in her lower hold. She was made seaworthy, and then twelve big boxes of gold bars were brought down and placed in the hold about the foremast. Afterwards they were cemented over, and 200 tons of sand-balls were dumped into the ship, which then sailed, ostensibly for Monte Video. As you know, the *Dorothea* was wrecked a few days later. One of the four men interested in her cargo was drowned, and the others were picked up by a passing steamer. Personally, I didn't believe the tale until I saw a letter from a man who was formerly of great consequence in the Transvaal, and who is now not permitted to land in South Africa, in which he asked a noted German firm to get a permit from the Natal Government to work the wreck of the *Dorothea*, and said that he himself would, at his own expense, fit out the expedition.

Then you believe the gold is still there?

There must be truth in the story, or people like Currie and Morrison, of Durban, would hardly have equipped one of their tugs, and sent to England for one of the finest divers they could get, in order to make an expedition to the *Dorothea*. But, although they worked for two months on the scene, they never succeeded in finding her. It was, of course, in the programme of the *Alfred Nobel* to go to the *Dorothea* after Currie and Morrison had abandoned operations but, as a matter of fact the *Alfred Nobel* never went there, for reasons which I will presently explain. But I have not told you of a more successful visit to the wreck by other people. It was then that a diver named Kramer, who was subsequently killed at Sir John Jackson's works at Simon's Town, had his hand on the cement which encases the gold. He got up three pieces of cement which plainly showed the impression of the cross. He also got off about 12 oz. of gold from one of the bars which was protruding. These pieces of cement and this piece of gold are in South Africa to-day. I have had them in my hand. They absolutely vouch for the story.

LACK OF DYNAMITE.

But why did the ship leave the wreck when Kramer had made certain of the presence of the gold?

We'll, you have to wait your time! They had no dynamite with which to blow up the cement. There was no means of doing it, except by dynamite, and before they could get it had weathered set in. I ought to tell you that Kramer was working for a very small expedition with very small capital, which preceded that of Currie and Morrison. I had, hoped, of course, that we should get on the scene with the *Alfred Nobel*, for before her expedition began I had been out over two years on the African Coast, surveying wrecks which were known to be valuable. But the *Dorothea* was by no means the only vessel we had in our eye. One of them was the *Middleburg*, which, with a wealth of old china on board, was wrecked on the 17th October, 1714. She was a Dutch vessel, bound from China to Amsterdam, and was chased by the British into Saldanha Bay, where her desperate crew sank her. From her wreck the *Alfred Nobel* recovered over 500 pieces of valuable old china, including a Chinese god, for which an offer of £1,000 was made on the spot, and a bowl with a sword

adhering to it, which an expert valued at £400. Another vessel was wrecked after was wrecked off Cape Agulhas in 1869. I won't give her name, because she is in a position where she might easily be found. She contained 250 tons of tin, and tin was then worth £165 per ton. We were commencing operations with her in the *Alfred Nobel*, when we got instructions from London to proceed to the *Middleburg*. I replied that it was not the season for the *Middleburg*, and that we were doing very well where we were, but the directors thought they knew best. So I had to leave the vessel, which is in only 4 or 5 fathoms of water, on a rocky bottom. At least half, or two-thirds of her cargo could easily have been recovered.

A DISAPPOINTING RESULT.

Then you know where she is? Certainly. I can find her again. We went to the *Middleburg*, where we pumped out no less than 57,000 tons of sand before we could get at the china. When the work was half completed we were ordered to the wreck of the *Dundith* at Agua Pequena, in German South-West Africa. The *Dundith* was a brand-new British steamer on her maiden voyage. She could be refitted, and I wish to say here that the German authorities never put the slightest obstacle in our way. On the contrary, they helped us in every possible direction. We were ordered from London to go to Cape Town in order to get the extra salvage gear that was required, leaving half of our crew on the *Dundith* which was in possession of a watchman. But when I got to Cape Town, I found that no arrangement had been made with the underwriters as to the terms of the salvage and that there was therefore no certainty of making much out of it even if we did get her off. I was ordered to go back to Agua Pequena and fetch my men, and on my arrival found that the chief officer had patched all the holes and had pumped out two-thirds of the water. In fact, he was only waiting for the additional gear to refloat the ship. The upshot of it was that we wasted from £1,200 to £1,500 when we could have very well got that ship off. From this point we went back to the *Middleburg* and thence to Cape Town, where, tired of being buffeted about, I resigned my post as commander of the *Alfred Nobel*.

Had you your eye on any other ship?

Yes, there was the wreck of His Majesty's ship *Groenland* lost at the time of the Indian Mutiny. She was a transport coming home from India, and had on board a cargo including precious stones, gold and silver bars, and tin, valued at no less than £1,714,710. She was wrecked off the Pondoland coast in 54 to six fathoms of water, and is completely covered with sand. I believe a portion of the contents could very easily have been recovered with the help of the gear which we had on board the *Alfred Nobel* which, I may say, was the finest sea-boat I have ever known in my life, and the best adapted for our class of salvage work. For myself, I cannot see why our expedition should not have turned out a very great success, for I am certain there is money in this class of adventure. I am hoping to arrange another expedition, but in that event I must have an interest in the enterprise. In that case, I shall be perfectly willing to go for a small retaining fee. I say, with the knowledge I have, that such a cruise is not a possibility, but a certainty, from the point of view of success. There ought to be no difficulty in getting a permit from the Natal Government to work the *Dorothea*. For other wrecks, in all numbering thirty-two, I have already permits.

Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908.

(186)

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—break-down, as it is called of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—VITALITY—VITAL STRENGTH & ENERGY to throw off those morbid feelings and experience proves that an night succeeds to day this may be more certain secured by a course of

THE NEW-FRENCH REMEDY

THERAPION No. 3

than by any other as we combine. So surely as it is taken in accordance with the printed directions accompanying it, the disorder will be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP BY THERAPION

and a new existence imparted in place of what had so lately seemed worn-out, and "up" and "rising." This wonderful medicine is purely vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, in either sex, and it is difficult to imagine a case of disease or derangement, where this feature is those of vitality, that it is not to be specially and permanently benefited by this new-fangled, curative essence, which is destined to cast into oblivion everything that had preceded it for this widespread and numerous class of human ailments.

THERAPION

is sold by all chemists and druggists, and is the only one that is guaranteed to be genuine. It is the only one that is guaranteed to be genuine. It is the only one that is guaranteed to be genuine.

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Entertainment.

Powell's
ALEXANDRA
BUILDINGS.

Now on Show.

NEW
GOODS.
FOR LADIES.Parisian
Millinery.Untrimmed
Straws
and
Felts.Costumes,
Coats.Blouses,
Golf Jerseys,
Viyella
Shirts.Dress Skirts
and
Underskirts.Tweeds,
Voiles,
Eoliennes, etc.

FOR CHILDREN.

Frocks,
Tunics,
Coats, Suits,
Hats, Shoes,
Hosiery,
Gloves, etc.POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 14th October, 1908.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 15th October, 1908, at 11 A.M., at No. 174,
Queen's Road Central,
SUNDRY GLASS AND CROCKERY WARE,
SHOW CASES, BRASS WARE,
&c., &c., &c.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th October, 1908. [507]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY AND MONDAY,
the 17th and 19th October, 1908, commencing
each day at 2.30 P.M., at their Sales Rooms,
No. 8, Des Vaux Road, corner of
Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—
OLD JAPANESE TEMPLE BUDDHAS,
DINING ROOM CLOCKS, NETSUKES, INRO,
GINJASA, OLD LACQUERED WARE,
IVORY CARVINGS, BRASS BRONZE
FIGURES, BOWLS AND VASES, ARITA
AND M-KUDZU WARE, KAGA TEA SETS,
KINKOSAN VASES AND TEA SETS, SILK-
EMBOIDERED WARE, MOTHER-OF-
PEARL, INLAID SCREENS AND PANELS,
CARVED CHERRYWOOD CABINETS,
TABLES, CHAIRS, SOFA, &c., &c.

Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th October, 1908. [905]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 18th day of October, 1908, at 3 o'clock in
the afternoon, at their Sales Rooms,
No. 8, Des Vaux Road Central,
(corner of Ice House Street),
THE FOLLOWING
VERY VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria in the Colony of
Hongkong, viz.:

ALL THOSE TWO PIECES OF PARCELS
OF GROUND situate at Victoria aforesaid, and
registered in the Land Office respectively as
MARINE LOT NO. 264 and MARINE LOT
NO. 265 together with the messuages thereon
known as Nos. 22, 23, 24, 25, Praya, Kennedy
Town.

Annual Crown-rent payable in respect of
Marine Lot No. 264—\$182.00, and in respect
of Marine Lot No. 265—\$108.00. Area, Marine
Lot No. 264—16,351 Square Feet, Marine Lot
No. 265—18,805 Square Feet or thereabouts.

Each of the above Lots is held for the un-
expired residue of the term of 999 years com-
mencing on the 24th day of June, 1857.

For further particulars and conditions of
sale, apply to—

JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 13th October, 1908. [912]

Entertainment.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for
COLONIAL and OVER-SEAS MEM-
BERS; it is situated at No. 84, Piccadilly (the
centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception,
Dining, Billiard Room, Smoking Lounge,
Reading Room and Library.

Ladies are eligible as Members.
Entrance Fee, Five Guineas; Annual Sub-
scription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,
84, Piccadilly, W.

London, 19th August, 1908. [769]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THE DALAI LAMA.

A PERSONAL INTERVIEW.

A correspondent who has lately arrived in
Shanghai from travelling in Shensi has given
us the following interesting details of a private
interview, which he was privileged to have with
the Dalai Lama, while the latter was yet stay-
ing at the Wutaishan. Of the enormous
retinue of lamas and Tibetan guards with
which the Dalai Lama was yet surrounded—a
retinue, says our correspondent, for the support
of which the Chinese Government is reported to
have allowed the Buddhist Pontiff Tls.
100,000 a month—other writers have given
descriptions of him. But it is worth noticing
that only Tibetans (and an occasional pri-
vate visitor) were admitted to the inter-
ior of the principal lamary in the
Pustang which was the Dalai Lama's resi-
dence. The Chinese guard of honour appoint-
ed by Peking was kept strictly outside the
lamary and it was noticeable that the Chi-
nese soldiers and their officers were the object
of great dislike to the Tibetans and of con-
tinual gratuitous insults.

On the introduction of his visitor the Dalai
Lama was discovered seated at a low stool in
the middle of a large hall. The Chief Pontiff
is of slight, somewhat slender, build, lighter in
colour than the eastern Tibetans who are in
general deeply bronzed. His face, which was
curiously expressionless even when he was deep
in conversation, is slightly marked with small-
pox. His age has been incorrectly reported as
about twenty. In reality the Dalai Lama was
born in the year in which the Emperor Kuang
Hsi came to the throne, which would make
him about thirty-four years old allowing for the
difference of Chinese reckoning. He was
dressed in a yellow silk robe trimmed with
deep, blue cuffs.

The great man did not, of course, rise from his
seat, and throughout the interview, which was
conducted through an interpreter in Chinese and
Tibetan, for the Dalai Lama is ignorant of the
former language, the visitor remained standing.
But the Dalai Lama was altogether gracious.
The interview began with the orthodox Tibetan
salutation: the visitor carries in his hand a ka-
tag, or long scarf, which as he stands before the
Pontiff he allows to unroll. Then the scarf is
taken up by an attendant and given to the
Pontiff, who at the close of the interview gave
in exchange a scarf of his own. This was a
special mark of favour. The scarf was laid
across the visitor's shoulders, and when he left
the presence it was impressed upon him that he
must not on account remove his decoration till
he was far from the lamary.

The Dalai Lama spoke of the English peo-
ple. He asked for news from the outside
world and expressed gratification at the receipt
of a complimentary message. Also, and
the point is worth noting, he showed consid-
erable and spontaneous friendliness in speaking
of Great Britain and of her relations with
Tibet. The interview lasted a quarter of an
hour. Then the visitor departed through long
lines of guards and spectators and followed by
an escort bearing the presents received from
the Dalai Lama. He could not help noticing
that he was treated thereforward with marked
respect throughout the district. It is not every-
body that is admitted to converse with Hsüfo,
the Living Buddha.

According to our correspondent (and a similar
view has been suggested in these columns) the
reports of the Dalai Lama's haughty delay to go
to Peking are probably imaginary. Apart from
the fact that he could not have disobeyed
an order from the suzerain who, whatever
the Dalai Lama may be in Tibet, is a vastly
greater personage here in China, the Chinese
Government might easily have fetched him up
to Peking, had it wished to do so, by the
simple expedient of cutting off supplies. Is it
not a more likely suggestion that the Govern-
ment, which is known to be most anxious to
reorganize Tibet on Chinese lines, preferred to
postpone its discussions with the Dalai Lama
until its plans could be presented to him in a
more developed condition? At least this view
would help to explain, among other things, the
animosity shown by Tibetans towards the
harmless Chinese guard of honour at Wutaishan.—N. C. D. News.

THE MUMMIES OF ANCIENT
EGYPT.THE ORIGIN OF THE CUSTOM
OF EMBALMING.

Professor G. Elliott Smith read a paper before
the British Association last month, well illustrat-
ed by lantern slides, on the "History of Mum-
mification in Egypt." He observed, that in
predynastic times in Egypt it was the custom
to bury the bodies of the dead in the sand,
roughly wrapped in skins, linen, or matting.
As the result of the dryness of the soil, and the
exclusion of the air by the close adaptation of
the sand to the body, desiccation often occurred
before any putrefactive changes set in, and the
corpse thus became preserved in a permanent
form. This phenomenon must have been per-
fectly familiar to the prehistoric Egyptians them-
selves, for there was abundant evidence of the
fact that plundering of graves was common even
at this early period. Moreover, the people of
later times must have learnt for themselves how
excellently Nature preserved the corpses of
predecessors, when they came to make tombs
for themselves in long-forgotten predynastic
graveyards. Thus the idea must have naturally
presented itself to the Egyptian people, per-
haps in early dynastic times, to attempt to per-
petuate the preservation of their dead, which was
no longer, attained naturally, when once it
became the custom to put the body into a coffin
or a rock-cut chamber, because the air thus
buried with the corpse favoured putrefaction.
The Egyptians would be encouraged in these
attempts, to which they no doubt were prompt-
ed by their religious beliefs no less than by the
natural inclination of all mankind, to preserve
the remains of those dear to them, by the help

which the properties of their soil and climate
afforded them, as well as by their knowledge
of the properties of the preservative salts found
ready at hand in such abundance in Egypt,
and of the resins obtained from neighbouring
lands, with the properties of which they had
been familiar even in predynastic times. In
this way the origin of the idea, the reason for
attempting to put it into practice, and the
means for doing so became intelligible, and
rendered it more than ever, improbable that
the custom of embalming could have been
imported into Egypt from some foreign land,
where none of these reasons for the initiation
of the practice held good. We had no exact
data to permit us to say exactly when embal-
ming was first attempted in Egypt. Although
the earliest bodies certainly known to have
been embalmed were of the period of the tenth
dynasty (found at Sakkarah by Mr. Quibell)
there was some slight evidence to suggest that
some form of mummification was attempted in
the times of the earliest Pyramid-builders.
By the time of Middle Empire, the general tech-
nique of the operation had attained the stage
which in its main features was the conventional
procedure for the succeeding 3,000 years. But
it was in the time of the New Empire that the
process of mummification reached its high-
est development. Then for the first time the
embalmers learnt how to remove the brain and
pack the cranium, and put into practice the
elaborate and difficult measures for restoring
to the dead body a greater semblance to the
form it had had in life; so that the status of
the deceased which had been an essential part
of the furniture of the tomb in earlier times,
when the body either underwent corruption or
was imperfectly preserved, became superfluous,
and was no longer put into the tomb. Further
stages in the evolution of the art of embalming
were followed by a rapid decline.

Intimations.

THE Superiores of the Italian Convent
begs to inform the Benevolent Ladies
of the Colony that a SPECIAL SALE will be
held at the CONVENT, 28 Caine Road, on
the 15th inst. of Ladies' and Children's
Underclothing, Children's Dresses and other
Embroidered Articles.

The work has been entirely done by the
Orphans of the Convent, and is now sold on
their behalf.

The Superiores hopes to receive and merit
the Benevolent Ladies' kind support on the
occasion.

ITALIAN CONVENT.

Hongkong, 14th October, 1908. [500]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m., and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th June, 1907. [67]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 150 lbs. net \$3.45 per Bag
ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [125]

BENGER'S
Food

is quite distinct from
any other. It possesses
the remarkable property
of rendering milk, with
which it is mixed
when used, quite
easy of digestion by
children, invalids and
convalescents.

Benger's Food is sold in
Bottles by Chemists, etc.,
everywhere.

Public Companies.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Offices of the Undersigned
on FRIDAY, the 23rd inst., at Noon.

The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 23rd
inst., 1908, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
Hongkong, 2nd October, 1908. [786]

THE D'ARY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWELFTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS
in the above Company will be held at the
Company's Town Office, a Lower Albert Road,
Hongkong, on TUESDAY, the 27th October,
1908, at Noon, for the purpose of presenting
the Report of the Directors and Statement of
Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 27th
October, 1908, both days inclusive.

By Order, S. A. SETH,
Secretary.
Hongkong, 7th October, 1908. [789]

For Sale.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [787]

Telegrams: "Cyclometer."

Telephone: 482.

CYCLE MANUFACTURERS

BY

H.M. KING EDWARD VII. AND

H.R.H. PRINCE OF WALES.

ROYAL WARRANTS

TO

H.M. KING EDWARD VII. AND

H.R.H. PRINCE OF WALES.

HUMBER

CYCLES.

SOLE AGENTS—

DRAGON CYCLE

DEPOT,

HEAD OFFICE and SHOW

ROOMS,

33-35, Des Vaux Road, Central,

Hongkong. [714]

Dentistry.

Dr. M. H. ORAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

TSHIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLA STREET,

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [700]

Consignees.

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Doune* and *Cherbourg* from Havre ex
S.S. *Cherbourg*, and from Bordeaux ex S.S. *Ville
de Dunkerque*, in connection with above Steamer
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valuables
are being landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 4 P.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 19th inst., at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 19th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 12th October, 1908. [712]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 19th October, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 12th October, 1908. [717]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM MIDDLESBRO, ANTWERP,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co. Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th inst. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
27th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th October, 1908. [910]

Int

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

Lime Fruit
Champagne,
Dry Ginger Ale,
Lemon Squash,
Champagne Cider,
Orange Champagne.WATSON'S
FRUIT SYRUPSMixed with Aerated or plain
water makeDELICIOUS COOLING
DRINKS.Guaranteed to be made from the
PURE JUICE OF SOUND RIPE
FRUIT.A. S. WATSON & CO.,
LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH," should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$50 per annum.
WEEKLY—\$13 per annum.
The rate per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. (No copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.)
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 14, 1908.

THE PREVENTION OF DISEASE.

PROGRESS TOWARD THE TIME WHEN WE
SHALL ALL DIE OF OLD AGE

It is said that the Chinese, who do sometimes display much common sense in their backward way of doing things, pay their doctors a regular stipend while they are well, but stop it the moment they get sick. It would appear that the rawer civilisation of the West is drifting toward that plan, for nowadays we hear a great deal more about the prevention of disease than of its cure. The great Dr. Pasteur said that "It is within the power of man to make all infectious diseases disappear from the world," and an article in the June Supplement to the *Columbia Quarterly* is devoted to the thesis that it will pay us to do it. As a starter, Columbia University would like some millions to establish a school of sanitary science and public health to supplement the Sage and Rockefeller foundations, whose income is devoted to research by an institution to train practical workers in the art preservative of human life. From the graduates of such a school the cities could obtain their health officers and inspectors, the idea being that special training and credential to prove that they have had it should be required of such officials, just as for many years we have required them from school teachers.

The article referred to seems to prove its case, dismissing the many definite statements

of financial loss to cities from epidemics contrasted with the comparatively small sums whose expenditure would have prevented the epidemic, because such statistics cannot be verified. The statement that one-third of the human beings born alive die before attaining the age of 5 years, mostly from preventable diseases, of itself goes far to sustain the contention that the art of sanitation is profitable. It is certainly costly. And incidentally it may be said that those who have feared that the doctors, in their enthusiasm for sanitary science, were in danger of working themselves out of a job may cease to worry. It will evidently take twice as many doctors to keep us all well as it requires to cure as many of the sick as they can cure.

The diseases enumerated in the article referred to as among those which can be made to disappear from the world are smallpox, bubonic plague, yellow fever, cholera, tuberculosis and pneumonia. Measles, scarlet fever and mumps are not mentioned. Whether, as Pasteur said, all those diseases can be made to disappear, we do not know. Even the wisest of men may be mistaken.

Each of the diseases, we believe, is caused by a special bacillus, and the extinction of the disease means in each case the extinction of the species of microscopic life which is the cause of it. That seems a hard thing to do. If we could know the origin of these species we should be on surer ground, but while we know the origin of the disease we do not know the origin of the bacilli which cause them. That species become extinct we know from the fossils of "insuperable species which have ceased to exist, but as yet we have no fossil remains of microscopic organisms. Nor do we know anything to speak of of the life history of these germs, or how long, if at all they lay dormant, innocuous and undetectable, or possibly for long periods translated into "non-pathogenic forms, ready" at some inauspicious moment to renew their assault on the human race. If Pasteur knew all this and more with sufficient certainty to justify his confident assertion that all infectious diseases could be exterminated, he did not tell us before his passing. We do know that nature hates the overcrowding of any species, and has thus far always found means to kill off a sufficient number of the weakest, to maintain something like the balance of power which she desires.

But whether we can exterminate the pathogenic microbes and the diseases which they cause with them or not, there is no doubt whatever that we can enormously reduce their number and correspondingly reduce human mortality. The ravages of these diseases are in crowded populations. Instinctively mankind flees from the city stricken with pestilence and betakes himself to the purer air of the open country. Obviously then, we must make the city as nearly like the country as possible in those respects which bear upon the spread of disease. Parks and other open spaces; dwellings open to the sun and sanitary; abundant and perfect sewerage; the destruction of disease-bearing animals, and preventing their increase by depriving them of food and harbouring places; critical and continuous watching of the sources of milk and all other food products; pure water and plenty of it; the prompt removal of garbage; resolute enforcement of cleanly conditions, especially among those inclined to be filthy—by these and similar measures, intelligently planned and resolutely and continuously carried out this or any other city can create and maintain conditions under which we need fear the advent of no pestilence, and wherein mankind may hope to live at least healthy and probably happy. It will cost money, but it will pay.—*San Francisco Chronicle*.

LOCAL AND GENERAL.

TUNG KWONG, a coolie, was fined \$10, this morning, in the Police Court, for having in his possession arms and ammunition without a permit.

It is reported from Peking that the Waiwupu and the Russian Minister have come to a "working arrangement" concerning matters in Manchuria.

THE Japanese Emperor has given ¥3,000 to the East Asia Common Script Association in recognition of its services for the education of Japanese students in China.

WE are courteously informed by the Colonial Secretary that quarantine restrictions imposed by the Government of Ceylon against arrivals from Hongkong have been removed.

FOURTEEN days' imprisonment was passed on Yung Chung in the Police Court, this morning, for having appropriated \$3 worth of teak-wood, the property of Chung Top, on the 14th inst.

THE American Navy Department announces that the battleship fleet will proceed direct from Gibraltar to Hampton Roads where it will be reviewed by the President on February 22, 1909.

A TELEGRAM from Tairen to the *Nichi Nichi* states that some stone lances, stone axes, etc., have been discovered on Lantian in Port Arthur. These articles are said to have been made in the Yuan and Shun dynasties, that is, 2357-2255 years before Christ.

An unemployed Chinaman, Chan Yek, of No. 111, Queen's Road Central, was given six months' imprisonment in the Police Court, this morning, on the charge of having entered a house at 111, Queen's Road West last night with the intention of committing a felony.

In the Supreme Court this morning, Fong Sam, a contractor residing at 193, Des Vaux Road Central, brought an action against the Kat firm, of 10, Kwong Yuen Street East, to recover the sum of \$93.20 for work done and material supplied. Evidence was given and the case was adjourned.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE BLINDHOLE.

TO THE EDITOR OF "THE HONGKONG TELEGRAPH."—DEAR SIR:—After the subscription for the Blindhole has been closed, it is my heartfelt desire to express my thanks through the columns of your valuable paper to all the friends of our home, who have so kindly remembered the blind in their present need.

At the same time I beg to acknowledge with thanks the "generous" gift of \$1,000 (one thousand dollars) handed to me by the Hon. Registrar General E. A. Irving on behalf of the committee appointed to consider the distribution of relief for the losses caused by the recent typhoon. As all the members of that committee except Mr. Irving are Chinese, I do feel that this shows a kind appreciation on the part of the Chinese community of the work done by our home.

Thanking you very much for allowing me so much space in your paper, I am, etc.,
AGATHE VON SEELHORST,
Hildesheim Mission, Hildesheim,
12, Bonham Road,
Hongkong, 12th October, 1908.

NEW LINE BETWEEN BORNEO
AND PHILIPPINES.

Consul Lester Maynard sends the information that on May 25th the steamship *Germania* called at Sandakan, British North Borneo, on her first trip of a regular monthly run between Zamboanga and Sandakan, calling at Jolo, Bongao, Sitalki and Cagayan Salu, in the Philippines. The *Germania* was formerly the transport *Sacramento*, and has recently been purchased and refitted with new boilers and engines by a company subsidized by the Moro government, being guaranteed a gross revenue of 5,500 pesos (\$1,500 United States currency) per month. In addition to the monthly run to Sandakan the *Germania* will devote two weeks each month to an inter-island trip between various ports of the Moro province.

TYPHOON WARNING.

The American Consulate-General received the following telegram from the Manila Observatory to-day:—

Cyclone or typhoon West of Balintang Channel, moving W.N.W.

It is reported that trees capable of yielding cork have been discovered in the woods at Toroku, in Formosa. The Mitsui Bussan Kaisha is endeavouring to manufacture corks from the trees. In this connection it is said that the import of cork from foreign countries amounts to about ¥5,000,000 annually.

LI KING, an eating-house coolie, was sent to prison this morning at the Magistracy, for having snatched an ear-clip from a woman in Queen's Road Central yesterday. The charge having been proved, accused was given one year's imprisonment and twelve strokes of the birch at entrance and at the expiration of his sentence.

In the case of Chang Ping Haog, residing at No. 10, Western Market, who sued Luong Long Hing in the Supreme Court this morning, on the charge of having failed to pay the sum of \$55, the amount due as principal on a promissory note dated February 10 last, the case was adjourned to allow the plaintiff to show cause. Mr. Otto Kung Sing represented the plaintiff. Mr. E. J. Grist appeared for the defendant.

H.E. TSEN Chuan-ming is not, apparently, a *persona grata* to the members of the Central Government, for at a recent conference of the Grand Council and other High Ministers of State it was decided to recommend to their Majesties that Governor TSEN be removed from his present post and ordered to await some other appointment. Governor TSEN is a young brother of the well-known ex-Viceroy of the Two Kwang provinces, H.E. TSEN Chuan-hsien.

THE number of newspapers published in the United Kingdom received at the British Museum under the provisions of the Copyright Act during last year has been 3,442, comprising 233,377 single numbers. One thousand two hundred and eight of these newspapers were published in London and its suburbs; 171 in other parts of England and Wales and in the Channel Islands; 277 in Scotland; 246 in Ireland. Fourteen sets containing 4,414 numbers, were received by Colonial copyright; 273 sets, containing 38,703 numbers of Colonial and foreign newspapers, have been presented and 74 sets, containing 12 volumes and 12,744 numbers of current Colonial and foreign newspapers, have been purchased.

OUR Tokio correspondent sends us the full programme of entertainments that has been drawn up by the Tokio and four other principal Chambers of Commerce for the forthcoming reception of commercial guests from the American Pacific coast. The programme extends from October 14, when a banquet is given by the Associated Chambers of Commerce, to November 4, when the visitors leave Japan for home. Apart from luncheons and evening parties given successively by the Japanese Minister of Foreign Affairs, the Yokohama Specie Bank, Baron Shibusawa, the Toyo Kisen Kaisha, Admiral Togo Marquis Katsura and the Municipality of Tokio and Yokohama, a number of pleasure excursions have been arranged. Thus the American guests will be enabled to visit Nikko, Kamakura, Yagoshima, Hakone, Kioto and Osaka, so that they should be able to form an excellent opinion of Japan from both pictorial and business points of view, to take with them to their homes.—*N. G. D.*

TRIAL TRIPS.

CHINESE PATROL CRUISERS ON THEIR
SPEED RUN.

As announced in these columns last week would be the case, the trial trips of the two cruisers for the West River patrol service, built by the Hongkong Dock Co., took place yesterday and to-day. The *Kiang Tsu*, the first of the completed vessels, took precedence over her sister ship in the trial run; she was the one to "go out yesterday." The trip occupied the whole of the day. Leaving her buoy at an early hour in the forenoon, the *Kiang Tsu* had a distinguished party of Chinese Naval officers and Dock Co. officials on board. They comprised Commodore Lin Tak Cheong, A.D.C. to Admiral Li Chue, commander-in-chief of the Kwangtung Navy; Commander Lin, Fleet-Engineer Chung Ping Yuen, Captain Wu Kwong Tsung and Cheung; Mr. Robt. Mitchell, chief manager, Hongkong and Whampoa Dock Co. Ltd.; members of the Kowloon Dock staff, and Capt. T. P. Hall, superintendent, on behalf of the Chinese Government.

Turning her ram-bow westward the *Kiang Tsu* steamed past the Bay into the Northern Fairway and shaping a course in the direction of Cap-sui-mun was soon out of sight in the harbour. Her engines were put to severe tests over a somewhat lengthy run from Cap-sui-mun towards Boca Tigra in Canton River, and back. The vessel behaved admirably at sea.

A stop was made for luncheon and when the *Kiang Tsu* returned to the harbour it was already dark.

No test could be made with the wireless installation yesterday as the entire equipment has not yet been completed on board. Nor has the searchlight been tried. Both these installations will be tested before the delivery of the vessel to the Canton Provincial Government in a week's time.

The *Kiang Chi*, sister ship of the *Kiang Tsu*, underwent her trial trip to-day. She did not cover quite the same distance as the latter vessel yesterday on account of the inclemency of the weather. The choppy sea out at Deep Bay, however, gave the opportunity of ascertaining the high-sea qualities of the cruiser. Despite the fact that the boat was built for river service, the *Kiang Chi* admirably in the high sea to-day. No discomfort whatever was felt by those on board of her as the *Kiang Chi* sped on her run through the some what turbulent water and when she returned to her buoy early in the afternoon her builders were complimented on the excellent behaviour of the new cruiser.

The *Kiang Chi* is also expected to be ready to be delivered to the Chinese Government in the course of this month.

S.S. "FITZPATRICK."

SALE WITHDRAWN.

This afternoon, the sale of the British steamer *Fitzpatrick* was to have taken place at the sales rooms of Mr. Geo. P. Lamont, at Duddell Street. The sale was not effected, however, owing to the reserve price not having been reached. It is not known whether the steamer will be again put up for sale.

The *s.s. Fitzpatrick* is of 730 tons registered net. Her deadweight capacity, including bunkers, is 1,400 tons. She was to have been sold as she now lies in the harbour, with all her machinery, gear, appurtenances, anchors, cables, coal, etc. It was anticipated before the auction commenced that she contained a quantity of pig-iron.

AFTER THE TYPHOON.

THE YAU-MAT LCOLLAPSE
INQUIRY CONTINUED.

Adjourned from last week, the inquiry touching the death of a number of persons in the collapse of houses in Portland Street, Yau-mat, during the late typhoon, was continued at the Magistracy, this afternoon.

Mr. J. H. Kemp acted as Coroner. Mr. F. B. L. Dowley (Crown Solicitor) appeared for the prosecution, Mr. H. J. Cedge (of Messrs. Johnson, Stokes and Master) representing Messrs. Palmer and Turner.

Hon. Mr. Wm. Chatham, Director of Public Works, was called and cross-examined. He spoke as to the testing of the lime and mortar, the quality of the blue bricks used for the erection of the buildings and the alleged defects of the bonding of the walls. He referred also to the collapse of other buildings, during the typhoon, and the quality of buildings—Messrs. Butterfield and Swire have erected. Continuing, Mr. Chatham stated that it was no fault of the Hongkong Government that the thickness of walls was not increased before the rule came into force. For some time there was only one building inspector in charge of the buildings of the Colony, but he did not think, reckoning on the frequent visits of typhoons in this Colony, that that was any blame on the Government. He did not think that the Building Ordinance was a farce. The architects were not supposed to sit and look at a building being erected. It was extremely possible that unless the contractors were looked after they were liable to put bad material into the building when the architect's back was turned, but in order to find out whether the material was good or not the walls need not be pulled down. Witness, although being at the head of the Public Works Department, did not think he was to blame for any omission that was made by Mr. Tooker.

The Crown Solicitor—Mr. Chatham is a servant of the Crown and so is Mr. Tooker. They are both answerable to the Crown. Mr. Cedge (to the witness)—Did you notice, when you examined the buildings, that many of the windows were broken?—No.

From the south-east is there anything to stop the wind striking this building?—No. There is a hill somewhere near there.

But is that sufficient to stop the force of the wind?—No.

The proceedings were still going on when our report closed.

CANTON DAY BY DAY.

THE JAPANESE BOYCOTT.

[From Our Own Correspondent.]

Canton, 13th October.

A telegram has been received by the Canton Self-Government Society from the Chinese traders in Perak in which the Self-Government Society was informed that a Chinese shop named Yuen Kee in Perak has been discovered to have imported a quantity of Japanese glass from an exporter named Ho Chak Wan in Canton, in Cheung-Lan Street. In the message the Self-Government Society was also asked to take steps to deal with the exporter. Ho in Canton for a breach of the boycott agreement. A meeting is expected to be convened shortly by the Canton Self-Government Society to deal with the matter.

In Canton itself the Japanese boycott regulations enforced by the different mercantile guilds are still strictly adhered to by their members, so that there is scarcely any case of infringement of these regulations reported here. No boycott meetings have been held here for some time, but it must not be considered that the Japanese boycott feeling is subsiding. When one calls at any of the shops at Shap Pat Po, where most of them used to deal in Japanese goods before, for any Japanese articles, he cannot possibly obtain it. Meetings with the object of promoting native industries are often held in various places, and from the schemes adopted at the various meetings, one can only surmise that the natives are looking for means to develop home industries. In reality the advocacy of home manufactures has for its object the replacement of the boycotted Japanese wares. From the present outlook of affairs it cannot be anticipated when the Japanese boycott will be brought to an end.

KIDNAPPED.

The Canton Press Society has received from Hoi Kin district a letter stating that, on the 7th day of last month, a batch of twenty-one girls, white on their way from the Tai Tin village to the hills to cut firewood, was kidnapped by a gang of robbers. The whereabouts of these girls cannot be ascertained.

THREATENED FLOOD.

Within the last few days the West River has risen considerably; flood is now threatened and the embankments along the river are again in danger. This morning the Central Relief Committee has sent out members with 1000 gunny bags to proceed up the river on a tour of inspection on board a steam-launch with a view of rendering assistance to the villagers in case of emergency.

TRIADS.

Recently, the Triads in the Eastern suburb of Canton have been very active. Meetings are reported to have been repeatedly held in Tintong and the neighbouring villages. The villagers were compelled to join the Triad Society, and when they refused to do so they were not allowed to live peacefully within the district. As the local gentry was unable to stop these Triads, the attention of the Canton officials has been called through the papers to their activity.

OPENING OF SHANGHAI.

LECTURE BY A FORMER HONGKONG
RESIDENT.

A meeting of the members of the Royal Asiatic Society, China Branch, was held in the Society's Hall, at Shanghai, on 8th inst., when Mr. C. A. Montalto de Jesus read a paper entitled "The Opening of Shanghai." The meeting was open to the public and the audience filled the large hall.

Mr. T. W. Kingsmill, who presided, said that the Society this year had hardly fulfilled its duty to the public, inasmuch as owing to circumstances in connection with the affairs of Shanghai it had been found necessary to postpone the Spring and early Summer meetings. Mr. Montalto de Jesus, who had prepared the paper for the evening, was well known to most of those present for his interesting History of Macao. The Chairman hoped that before long the annual meeting of the Society would be held and that they would take up their business in the usual way. In the absence of both presidents and of Dr. Fergusson, the secretary, the business had got into arrears and that would be brought up at a later meeting.

Mr. Montalto de Jesus then read a most interesting paper. He opened by giving a full account of the early British efforts to trade at Shanghai and from this passed on to a description of the Lindsey Mission of 1832 relating the hostile reception given to it and its dismal failure. The lecturer referred to Chusan, its attractions and its connection with the early history of Shanghai. He described the defences erected at Shanghai by the Chinese with the object of keeping out all barbarians who attempted to land on these shores, the battle of Woosung, fought on June 16, 1842, and the capture and occupation of Shanghai. The lecturer briefly related the negotiations for peace which ended in the treaty of Nanking and then referred to the projected acquisition of Chusan, and how Chusan was finally abandoned. He concluded by saying that the present position of Shanghai in the commercial world was the outcome of British moderation and Manchu diplomacy.

The Chairman, in inviting discussion, said that Mr. Lindsey came to Shanghai under the auspices of the East India Company, and that this was one of the few bright spots in the management of the affairs of this Company at Canton. Mr. Lindsey was one of the few agents of the Company who succeeded in acquiring a knowledge of Chinese and if the Company had taken his advice and made use of such men as he, the state of things existing in China might have been what it was, and the Company might not have lost the monopoly they had.

SALE OF WORK.

AT THE ITALIAN CONVENT.

The sale of work at the Italian Convent, which was opened yesterday, will be continued this afternoon and to-morrow. His Excellency the Governor visited the sale and patronized the stalls much to the delight of the stallholders. The attendance on the opening day was disappointingly small, and in consequence the proceeds have fallen much below the average of previous years' sales. It cannot surely be put down to the apathy of a community noted for its generosity as the Hongkong public is well-known to be that the sale now proceeding at the Italian Convent is so meagrely supported. The fact need only be brought to the attention of the benevolent ladies and gentlemen in the Colony to ensure for the orphans, for whose benefit the sale is held, the support they so richly deserve.

A visit to the Convent has as will convince anyone that the hundred and one articles offered are fully worth their price. There are numerous frills suitable for children of every age and both for autumn and winter wear. They range in price from \$6 to \$12. Besides articles of dress too numerous to mention in detail there is a large variety of toys for children which should delight the hearts of the youngsters. Every one of the articles on sale is moderately priced.

The Rev. Mother invites a visit to the Bazaar by all who are interested in the work of the Convent and who feel inclined to assist the large number of orphans under the Convent's charge.

FORBIDDERS IN THE INTERIOR.

It will be recalled that some time ago the Wai-wa-pu concluded a treaty with the Representatives of the Treaty Powers forbidding foreign merchants to open companies and "hongs" outside the limits of treaty ports and Settlements. It is now reported that Prince Ching and Their Excellencies Yuan Shih-kai and Na Tsung have successfully arranged with the Diplomatic Corps to amend the said treaty by providing that in future all foreign firms and sojourners in any part of China other than treaty ports and Settlements shall be subject to the jurisdiction of the local authorities who shall be responsible for their proper protection.—*Shanghai Times*.

METHODS OF THE JAPANESE
PICKPOCKET.REMARKABLE EXPERIENCE ON THE
RAILWAY.

An Englishman who was proceeding by the night express from Tokyo to Kobe on Friday last had the unique experience of witnessing the tactics of the Japanese pickpocket and of learning something in regard to the extraordinary indifference that prevails in this country regarding such a trivial occurrence as the robbing of the public.

The passenger in question did not venture on the questionable luxury of a sleeping car, but remained up all night in a second-class compartment, and amused himself in scrutinizing the behaviour of his fellow-travellers. At about 12 o'clock he grew tired of watching the suspicious movements of certain individuals, and dozed off, or at least pretended to do so. Half opening an eye shortly afterwards, he noticed one passenger leaning solicitously over another, the latter being in the arms of Morpheus. The busy individual put his head out of the window, covered his operations with the cape of his overcoat, and went to work. After fumbling awhile in the pockets of the sleeper, he noticed that the Englishman was eyeing him steadily, and tried to gaze him out of countenance, but failing in this he guiltily withdrew to his seat. Just then another passenger entered the car from another compartment, went up to the man who had resumed his seat, opened the latter's hand-bag in a familiar manner, felt in it for something, then closed it, after which he went back to the car whence he had first emerged. The Englishman had meanwhile remained silent.

In a few minutes the sleeping passenger awoke, rubbed his eyes, and started for an adjoining compartment. As he was passing, the Englishman the latter nudged him and politely inquired if he had missed anything from his pockets. The man, with a look of astonishment, replied that he had not, but upon feeling for his watch he exclaimed that it was gone. He then ran out to call the guard. Both came in presently, and, upon searching, found the watch on the seat down behind the pillow upon which the man had been sleeping. It appears that as soon as the thief noticed that the foreigner suspected him, he dropped the watch where he thought it might be left behind, so, as to avoid the risk of being searched. The Englishman then told the guard what he had seen, and even escorted him into the next car, where he pointed out the accomplice, but the guard apparently regarded the information as too elementary to be made use of, and the two thieves were allowed to proceed to other cars where suspicion was not so high. It would have been an easy matter to hand them over to the police at the next station, but presumably it would have been derogatory to that official dignity which goes on the principle "Never trouble trouble trouble troubles you." It is well for the public to be warned that this state of things is constantly going on, and that passengers are expected to be on guard against such dangers.—*Japan Chronicle*.

CHOW LIM, a trader, residing at 198, Queen's Road West, claimed from Tsang, Ho, Lan, Tsang Yuen Tung and Tsang Chun Sang of Sai Wan Ho, Shan-tsi, the sum of \$500 money lent on a promissory note. Mr. Crockett Smith appeared for the second and third defendants. Mr. E. J. Grist represented the first defendant, the latter failing to put in an appearance. The case was put over for further consideration.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE JAPANESE BOYCOTT.

THE MOVEMENT IN SINGAPORE.

[By courtesy of the "Straits Times".]

Singapore, 13th October.

The Chinese firms of Kwong Tak Loong and Hung Kee, having made a mistake the other day in importing goods from a certain country, have expressed their willingness to make a contribution of \$500 each to the funds [of the Canton Self-Government Society] for the promotion of native industries [in Canton].

Later.

Hung Fat and Tung Lee have made admissions of similar mistakes [to those committed by the above mentioned firms].

Hung Fat is willing to pay \$600 and Tung Lee a sum of \$500 towards the same object.

NAVAL REORGANIZATION.

SELECTION OF CADETS.

[By courtesy of the "Straits Times".]

Peking, 13th October.

The Ministry of War, having decided to proceed with the reorganization of the Navy as soon as possible, has telegraphed to the Viceroy and Governors of all Provinces to send four students from each Province to the Capital.

These students will first undergo a test examination by the Ministry, and when they have satisfied the Ministry of their fitness will be sent to Japan for their naval training.

[Reuter's.]

Italian Affairs.

London, 13th October.

A strong agitation is arising in Italy against Signor Tittoni, Minister of Foreign Affairs, who is accused of having given umbrage to France and Great Britain whilst failing to secure to Italy better advantages.

The European Situation.

Belgrade wires that the Serbian Skupstina has come to no decision as yet, but the crisis is regarded as over.

Later.

It is officially announced that the conferences of Sir Edward Grey and M. Iswolsky afford reasonable grounds for hoping that a satisfactory solution of the European situation may be arrived at.

At the opening of Parliament, Mr. Asquith and Lord Fitzmaurice will make statements in reference to the Balkans, confirming the speeches of the former and Sir Edward Grey at Leven and Woolmer.

Belgrade wires that the Skupstina has unanimously passed a vote of confidence in the Government, and has also voted a special military credit of sixteen million francs.

The Peking-Hankow Railway Loan.

A Chinese railway loan of five millions sterling for the redemption of the bonds of the Peking-Hankow railway has been issued in London and Paris at 98, bearing interest at 5%, until 1923 and thereafter 4%.

JAPANESE LINE TO TRISTE.

An interesting development of the Japanese mercantile marine is in contemplation. The *Nippo Yusen Kaisha* has recently been visiting a number of American and European ports to see if it is possible to increase the trade with Japan by the establishment of direct lines of steamers. He spent some time at Trieste and Fiume, among other places, and expressed the opinion that it would not be at all difficult to improve the economic relations between Japan and Austria-Hungary so materially that they would render the creation of a direct line of Japanese steamers to Trieste a profitable undertaking. As it was not to be expected that steamers from Yokohama to Trieste at the outset could reckon upon a sufficient amount of cargo, the service would be arranged in such a manner that the big Japanese steamers would transport their consignments for Austria-Hungary at Port Said.

CATTLE DISEASE.

OUTBREAK OF FOOT AND MOUTH DISEASE.

The following letter from Mr. Adam Gibson, the Colonial Veterinary Surgeon, was considered at a special meeting of the Sanitary Board this afternoon:—

Sanitary Board Office,
14th October, 1908.

Sir,—I have the honor to report for the information of the Board that foot and mouth disease exists among the cows at Kennedy Stables.

Yesterday afternoon, the manager reported to me that he had some cows ill and that it appeared to be something infectious. I went down and found several cows suffering from foot and mouth disease. There are 45 cows in all, including a bull and some young stock.

I beg therefore to recommend that the Board declare the cow-sheds of Kennedy Stables to be an infected area under Sections 12 and 13 of the Importation and Inspection of Animals By-laws of Ordinance 1 of 1903.

I have already closed the place provisionally, and also the selling of milk—I have, etc.

ADAM GIBSON,
Colonial Veterinary Surgeon.The Secretary,
Sanitary Board.

At the meeting of the members this afternoon, it was decided to declare Kennedy Stables an infected area.

THE AMERICAN FLEET.

DEPARTURE FOR CHINA AND JAPAN.

The *Cathartes American*, of 9th inst., says:—At six o'clock this evening Admiral Sperry's fleet will weigh anchor and depart for Yokohama.

The ships have all been coaled, the last ship taking on her supply yesterday afternoon. A wireless message from Admiral Sperry conveyed orders to all the officers ashore in Manila to return before 9.30 last night as the small boats would all be hoisted aboard, by that hour, on account of the typhoon. The sunset gorgeous, crossing of the sky from horizon to the zenith did not jibe with the old saying about a red sky at night being the sailor's delight, evidently, for the bay grew more and more dangerous from then on.

From what can be learned here the preparations for the reception of the American fleet by the Japanese surpass anything that has ever before been attempted by that nation. For months past the Navy Department has been busy gathering together a squadron to meet the fleet. While this squadron will not be the equal of Admiral Sperry's fleet in point of armament, etc., the vessels composing it will outnumber the American. Nineteen ships of the Japanese Navy are included in this reception fleet. It is understood that at least a part of these vessels will meet the fleet some distance out and escort it to Yokohama harbour. The vessels stay at Yokohama one week, where arrangements have been made for the entertainment of the officers and men. The most elaborate functions of the reception will take place in Tokyo; it is understood, where the Mikado will receive Admiral Sperry, his division commanders and ship captains. It is probable that the Emperor will also give some form of entertainment in honour of the visitors.

The fleet will leave Manila bay this evening in the order in which it came, with the *Connecticut* leading and the other vessels following in order. The course will be laid straight for Yokohama and it is understood that no manoeuvring will be attempted. Admiral Sperry and his officers are watching the typhoon movements closely, as they are likely to strike it somewhere in the China Sea even if it misses Manila. They will therefore steam north with the utmost care to prevent any untoward event marrying their enjoyment of the reception in Japan.

One of the first things Admiral Sperry will have to do on reaching Yokohama will be to review the proceedings of the court martial of Lieutenant Evans. The arguments were presented to the court yesterday and the members, it is stated, will present their decision to the admiral to-day. Whatever verdict is reached it is hardly possible that any public announcement will be made until after the papers have been reviewed in Washington. The case is one which involves the commission of the officer in question and only the President can take final action. If the verdict is for acquittal the fact that this is the case can be learned by the restoration of the officer to the full enjoyment of his prerogatives under his commission. It is understood that the evidence in the case has been favourable to Lieutenant Evans. He was charged with being drunk on duty, with leaving his post and with speaking disrespectfully to his superior. The accused officer brought several witnesses to disprove the first charge, among them the ship's surgeon, who examined him at the time, and several of his fellow officers; he also produced witnesses to show that he had left his post on deck to another officer while he went below to the performance of his duty as officer in charge of the ship. He said he had gone below to quell a disturbance and is reported to have brought witnesses to prove that he did go below and did speak to some men who were making a noise, causing them to be quiet. The third charge was the result of the accusation of drunkenness made at the time and the accused endeavoured to show that the disrespect was more in his manner than in his words and grew out of his indignation at the injustice of the charge against him.

The evidence of Surgeon Wentworth was positive. He swore that Lieutenant Evans was not drunk and that he examined him immediately after he was reported to Captain Miller for drunkenness.

On September 23, Dr. Sven Hedin, who was the guest of the Viceroy of India, delivered a private lecture at Viceregal Lodge in which he summarized the results of his recent two years' exploration in Tibet.

The Viceroy, Lady Minto, Sir Louis and Lady Dene, Lord Kitchener, the members of Council, the Maharajah of Alwar and various high officials and members of the Army Staff were present. The audience, which included many ladies, listened with the deepest interest to the lecture. Dr. Sven Hedin has a happy method of telling his story, and the various anecdotes which he related were touched with gleams of humour.

A large map drawn by himself in four days was hung above the dais, and this was flanked by ordinary maps of Asia and India for purposes of comparison. There were shown on screens crayon and coloured drawings of Tibetan types, interiors of temples and some beautiful panoramas. This collection is unique, and is of the highest value. It was inspected by the audience very closely. The lecture was not one intended for publication, but it may be noted that it showed how great were the hardships which the explorer had to endure, and how severe was the loss of the caravan animals.

At the conclusion of the lecture, which lasted some three hours, Dr. Sven Hedin was warmly applauded.

The Viceroy, in thanking him on behalf of all present, said that they owed him a deep debt of gratitude for his most interesting lecture. The story told was full of adventure and incident, revealing facts of the highest geographical value. The lecturer had, moreover, taken his listeners into his confidence, which he (the Viceroy) was sure would be respected. They would watch his future career with deepest interest, and would join very heartily in the ovation which he would receive from his fellow countrymen in Sweden.

INTERPORT SHOOT.

POSTPONED TO FRIDAY.

The Interport Shoot, which was to have come off at King's Park Range this afternoon, has been postponed till Friday, owing to unfavourable weather conditions.

MONEY MARKET.

CHINA DEMANDS SILVER IN COVER OF EXCHANGE OPERATIONS.

Messrs. Samuel Montagu and Company, writing from London, on September 10, state:—

"The quotation for bar gold remained at 774.1.1. The bulk of the airials, which amounted to about half a million sterling, was sold to France. Small purchases were made for other parts of the Continent, but the limits sent from Austria were, this week, below market price.

Withdrawals were made from the Bank of England as follows:—On 3rd instant, £340,000 in sovereigns for South America, (including £240,000 for Buenos Ayres), and £20,000 in sovereigns for Roumania. On 5th instant, £50,000 in sovereigns for Argentina, and £10,000 in sovereigns from Roumania.

The following amounts were received by the Bank. On 5th instant, £5,000 in sovereigns from Africa. On 7th instant, £100,000 in sovereigns from Australia, and £10,000 in sovereigns from Ecuador, and on 8th instant £10,000 in sovereigns for South America.

SITUATION IN SILVER.

Toward the close of last week, the market for some time past heavy and unpromising sprang into activity under the influence of a sudden demand from China in cover of exchange operations.

As the American market was closed on Saturday and Monday supplies were limited and the rising prices caused a rush of nervous "bears" to cover, until the price reached 24 for cash and 24 1/16d. for two months on the 7th instant.

Next day, America—now again open for business—found the urgency of the demand satisfied, and, as the only real strength of the rally lay in the attitude of the "bears," a restoration of confidence on their part was followed by sagging prices, and a return to normal conditions.

It is fairly evident that no substantial improvement in silver can take place until there is some prospect that the stocks here, and in the East, are likely to be absorbed.

As regards forward purchases to cover China Exchange, the effect is but temporary, for the silver is rarely shipped, and comes into the market later on.

Stocks in Bombay are reported to be larger than they have been for years. The improving exchange position with India only possesses at present a secondary interest, whilst the probability of any buying this year for the Indian Government, seems out of the question.

On the 25th instant, a shipment of 418,000 oz. was made from San Francisco. The quotations to-day for cash (13 13/16d.), and for two months (23 1/2d.) are 5/16d. above those in our last circular.

QUOTATIONS.

	Cash	Two months.
Sept. 4—23 11/16d.	23 11/16d.	
Sept. 5—23 1/2d.	23 1/2d.	
Sept. 7—24d.	24 1/16d.	
Sept. 8—23 15/16d.	23 15/16d.	
Sept. 9—23 1/2d.	23 1/2d.	
Sept. 10—23 13/16d.	23 13/16d.	
Average for the week.	23.844	23.875
Bank Rate		2 1/2 per cent.
Bar Gold per oz. Standard.		77 10/16d.
French Gold Coin per oz.		76 5/8d.
German Gold Coin per oz.		76 5/8d.
United States Gold Coin per oz.		76 5/8d.

DR. SVEN HEDIN'S LECTURE.

A STORY FULL OF ADVENTURE AND INCIDENT.

On September 23, Dr. Sven Hedin, who was the guest of the Viceroy of India, delivered a private lecture at Viceregal Lodge in which he summarized the results of his recent two years' exploration in Tibet.

The Viceroy, Lady Minto, Sir Louis and Lady Dene, Lord Kitchener, the members of Council, the Maharajah of Alwar and various high officials and members of the Army Staff were present. The audience, which included many ladies, listened with the deepest interest to the lecture. Dr. Sven Hedin has a happy method of telling his story, and the various anecdotes which he related were touched with gleams of humour.

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TRADE MARKS.

SHANGHAI TAOTAI'S PROCLAMATION.

The following is a translation of a proclamation issued by his Honour Tai Nai-huang, the Taotai. A similar proclamation has been issued at Hankow, says the *N. C. D. News*:—

"Tai, wearing button of the 2nd Grade and the Peacock's Feather by Imperial Command and Grace, Military Intendant of Circuit for Soochow, Sangliang and Taitung.

In the matter of issuing a proclamation of prohibition. The Taotai is in receipt of a letter from Sir Pelham Warren, the British Consul General, saying that Messrs. Drummond, White, Cooper and Phillips, the representatives of the Price Candle Co., had reported to him that the Candles manufactured by the Co. had on their outside wrappers the trade-mark of a sailing ship which had been registered. They are known in the market as "Ship Brand Candles." That lately there had been shameless characters manufacturing inferior candles for consumption, the outside wrappers of which also bore a sailing ship trade mark. Though this imitated mark differed slightly from the Company's mark, ignorant parties merely recognized the "Ship" mark without making any distinction. From comparison of a wrapper bearing the imitated mark sent by a Nippon man with the Company's trade mark, it was found that the difference between them was very slight, and it showed that the imitators intentionally imitated the trade mark to obtain profits.

Although candles bearing false marks were not yet sold in the Shanghai market, it was feared that in quiet villages and out-of-the-way places, they would be offered for sale. They, therefore, requested the Consul-General to communicate with the Taotai asking him to issue a proclamation prohibiting imitation of their trade mark on wrappers of candles manufactured and sold in the market. The Consul-General forwarded enclosed two wrappers submitted by the Company bearing the true and false trade-marks.

The Taotai on receipt of the letter replied to same, and it became his duty to issue a proclamation of prohibition.

This proclamation is hereby issued for the information of merchants that they should not imitate the trade-mark of a sailing vessel on any candles they manufacture and offer them for sale with a view to deceive customers.

Any violation when prosecuted will be punished. Let all obey this special proclamation! Dated the 30th day of 5th moon 34th year of Kuangshu.

Seal of Taotai.

CROWN AGENTS.

ACTION BY THE LONDON CHAMBER OF COMMERCE.

The *Times of Ceylon* says:—The London Chamber of Commerce has taken up the subject of the Crown Agents with the object of getting a more searching and far-reaching inquiry into the system and its relation to modern conditions than that contemplated by the Secretary of State when he approved of the appointment for superficial purposes, of the "Crown Agents for the Colonies Committee of Inquiry." This was announced after a few questions had been put in the House of Commons; but, when the scope of the inquiry was announced, there was, amongst those who were keen on the larger subject, indignation at the travesty. We admire the spirit which actuates important bodies in England when they take cognizance of such a question, because of their selfishness, for, while a reform of the system would admit of larger numbers of firms competing for Crown Colonial trade and requirements, firms in the Colonies themselves would have equal opportunity of competing with home firms—in tendering for public works and Government supplies. The London Chamber addressed the Secretary of State, and then circulated its communication to other prominent Chambers of Commerce, some of which, including Liverpool, have expressed approval of the steps taken. It asked:—

That the Committee of Inquiry should have power to include within its reference, or to otherwise recommend in its report to Parliament, that further evidence should be obtained in relation to the present system by which the Colonies are subject to the control of the Crown Agents in respect of public improvements, tenders for supplies, and uncontrolled expenditure. These questions affect the manufacturing interests in relation to open tendering; the interests of contractors for public works in relations to Government and tender light railways; and the trading interests in respect of excessive cost of public works on loan or capital account, which tend to increased duties and tariff, and consequently adversely affect the British commercial relations with the colonies. Questions also affecting coal supply, machinery, and shipping and landing charges, as well as rates for carriages of inward traffic and preferential contracts call for early consideration, and, having regard to the fact that the reference of Parliament has justified the present investigation of the committee to the internal organization of the Crown Agents for the Colonies, it is believed that there is good and substantial reason for the enlargement of the scope of the inquiry in order that the necessary improvements in the directions indicated, may be initiated at the same time as the recommendations of the present committee are given effect to.

Such powerful aid is the best thing which has come our way towards emancipation from an absolute institution; and, possibly, notwithstanding diverse interests, our own Chamber of Commerce will support the London Chamber of Commerce. If the Ceylon Association in London were also moved from this side to actively co-operate, such a universal representation might be obtained as would make the Secretary of State realise the intensity of feeling which exists on the point.

To-day's Advertisement.

WANTED IMMEDIATELY.

STEWARDESS to make trip Hongkong to San Francisco. Apply—

PACIFIC MAIL S.S. Co.
Hongkong, 14th October, 1908. [93]

THE Superiores of the Italian Convent begs to inform the Benevolent Ladies of the Colony that a SPECIAL SALE will be held at the CONVENT, 23 Calne Road, on the 15th inst., of Ladies' and Children's Underclothing, Children's Dresses and other Embroidered Articles.

The work has been entirely done by the Orphanas of the Convent, and is now sold on their behalf.

The Superiores hopes to receive and merit the Benevolent Ladies' kind support on the occasion.

ITALIAN CONVENT.

Hongkong, 14th October, 1908. [500]

THE PACIFIC TRADE.

RATES TO THE ORIENT.

In Seattle to-day (Sept. 10) a meeting is being held of representatives of the various steamship lines engaged in regular Oriental trade from this coast, so as to bring it into conformity with the conditions which will exist after November 1.

As the shipping world knows, on this date the recent ruling of the Interstate Commerce Commission goes into effect. This regulation compels the trans-continental railroads to make public their proportion of through rates to the Far East.

Although strong pressure has been brought to bear asking that this rule be modified, the commission has let it be known that there will be no change. Consequently the railroads have resigned themselves to the changed conditions and have consequently declared what rates they will enforce after November 1. The schedule raises the proportion of the through rates which the land carriers will receive.

To prepare themselves for the new order of things the steamship companies will alter their freights. The meeting in Seattle will be held at the offices of Frank Waterhouse & Company, and a representative from each trans-Pacific line will be present. The traffic manager of the Pacific Mail is already on his way from San Francisco, while Mr. Mihara, United States representative of the Nippon Yusen Kaisha, will attend on behalf of the Japanese company. The other lines to participate in the conference will include the Portland-Asiatic Steamship Company, Waterhouse & Company, Dodwell & Company, representing the Ocean Steamship Company and China Mutual Steam Navigation Company, the Canadian-Pacific and Great Northern Steamship Companies.

The railroads having advanced their share of through rates, one question to be determined by the traffic agents is whether the business will stand a raise in the share going to the steamship lines. If the water carriers advance their share the entire rate from overland points to the Orient will be considerably higher. Whether the business will stand this, in competition with the Suez Canal route, is a matter to be decided. Rates to the Orient have been very low for some time and there is no question that the through rate on many commodities will have to be advanced, considering the advance made by the railroads, in order to give the steamers any inducement to remain in the business.

The conference will certainly arrive at some conclusion as to the schedule on the principal commodities to and from the Orient. Westward the main articles include raw cotton, piece goods and tobacco. The principal items of import going overland from this coast, are tea, mutton, raw silk, straw braid and porcelain. Some understanding will be reached on this merchandise. Low rates will have to prevail in order to successfully compete with the Suez Canal, but how much an advance the business will stand is the question that the agents will have to decide.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 13th at 5.15 p.m.—Red South Cone and Drum hoisted (indicates a typhoon S.E. of Colony beyond 300 miles).

The typhoon is crossing N. Luzon and moving now in a Northwesterly direction.

On the 14th at 6.30 a.m.—Black South Cone and Drum hoisted, (indicates a typhoon S.E. of Colony within 300 miles).

On the 14th at 11.30 a.m.—Black Drum hoisted (indicates a typhoon E. of Colony within 300 miles).

The barometer has fallen along the China coast generally, particularly in Hongkong and at the Formosa Channel stations.

The typhoon, which is of very large area, is probably situated about 200 miles to the E.S.E. of Hongkong. It has been moving towards N.W. during the past 24 hours, but appears now to have a tendency to move northwards. It threatens the coast in the neighbourhood of Swatow.

Pressure has increased considerably in Luzon, and over N.E. Japan where it is now high.

Very bad weather is expected to prevail in the Formosa Channel and the N.E. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.W. to W. winds, strong, possibly a gale; squally, some rain.
2.—Formosa Channel, Cyclonic gales.
3.—South coast of China between Hongkong and Lamock, same as No. 2.
4.—South coast of China between Hongkong and Hainan, N.W. to W. winds, strong.

To Let.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd May, 1908. [137]

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [499]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—
THE COMPRADEORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.

A HOUSE in KRUTHFORD TERRACE, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [591]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 169, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [666]

Intimation.

KOWLOON HOTEL.

THE TOPIC OF THE TOWN.

"Let us cross over to

Kowloon Hotel on Saturdays and Sundays where a fresh supply of Seabreeze is given away free of charge."

PRIVATE BAR.

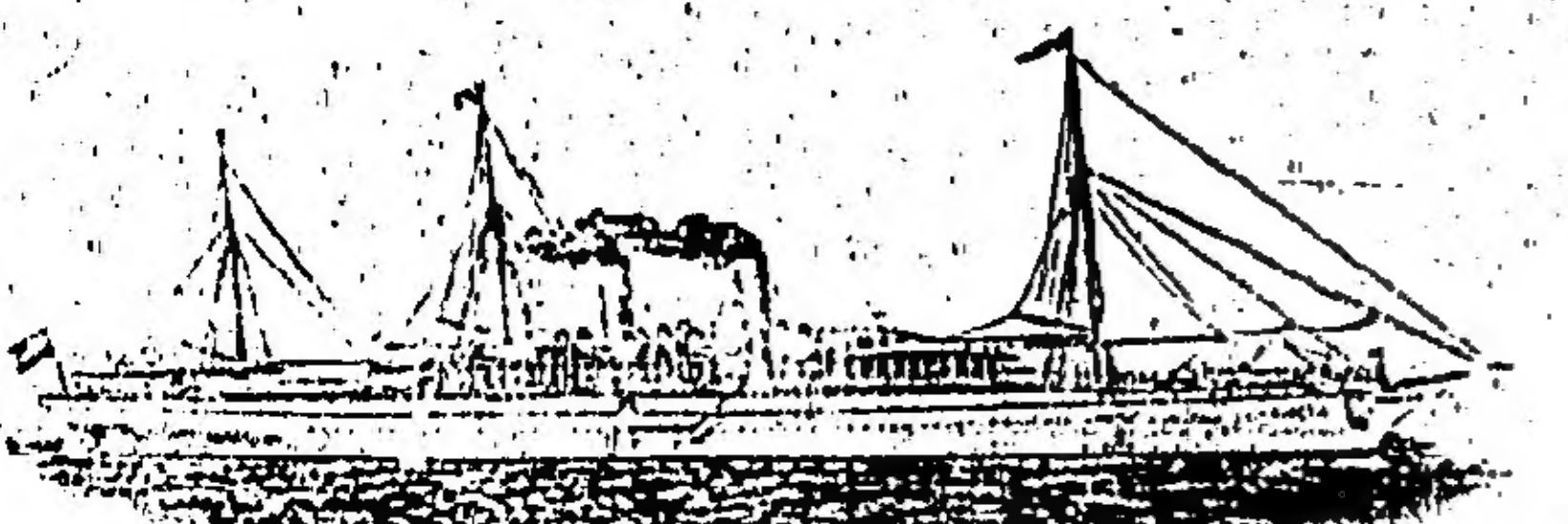
Ikan Merah on toast at gratis.

O. E. OWEN,

Proprietor.

Hongkong, 1st October, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPRESS OF INDIA".....6,000.....SATURDAY, Oct. 17th.....Nov. 7th	
"GLENFARG".....3,647.....WEDNESDAY, Oct. 28th.....Nov. 25th	
"EMPRESS OF JAPAN".....6,000.....SATURDAY, Nov. 7th.....Nov. 28th	
"EMPRESS OF CHINA".....6,000.....SATURDAY, Nov. 14th.....Dec. 19th	
"MONTEAGLE".....6,163.....SATURDAY, Dec. 12th.....Jan. 5th, 1909.	
"EMPRESS OF INDIA".....6,000.....SATURDAY, Dec. 26th.....Jan. 16th	

S.S. "GLENFARG" is a Freighters only and does not carry Passengers.
"EMPRESS" steamships will depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

The quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPIRE" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Classvia Canadian Atlantic Ports or New York £71.10
Hongkong to London, Intermediate or£40. " " £42.
First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Head Books, Rates of Freight and Passage, apply to
W. CRADDOCK, General Traffic Agent for China, &c.,
Corner "Adder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"KOWLOON"	FRIDAY, 16th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 16th Oct., 4 P.M.
MANILA	"YUNSHANG"	FRIDAY, 16th Oct., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 17th Oct., Noon.
TIENTSIN via SWATOW, TSING- TAU, WEIHAIWEI and CHEFOO	"CHIPSANG"	SATURDAY, 17th Oct., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 23rd Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	WEDNESDAY, 28th Oct., Noon.

RETURN TOURS TO JAPAN.

Occupying 24 Days.

The steamers "Kumsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Passengers are provided with superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow, Peking, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporia, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 61.

Hongkong, 14th October, 1908.

General Managers.

[10]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
HAIPHONG	"SINGAN"	15th Oct., 10 A.M.
SHANGHAI & CHINKIANG	"IOHANG"	15th " 4 P.M.
MANILA	"TAMING"	15th " 4 P.M.
CHEFOO & NEWCHWANG	"NAOCHANG"	15th " 4 P.M.
CEBU & ILOILO	"KAFONG"	20th " 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY I. & AUSTRALIA	"CHANGSHA"	21st Nov. "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmannian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 36.

HONGKONG, 14th October, 1908.

[13]



HONGKONG—MANILA.

Highest Class, new-built, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon—amidships—Electric
Light—Perfect Color—Sunlight and Stowage—Carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond.....	MANILA	SATURDAY, 17th Oct., at Noon.
ZAFIRO.....	2540	R. Rodger.....	"	SATURDAY, 24th Oct., at 1 P.M.

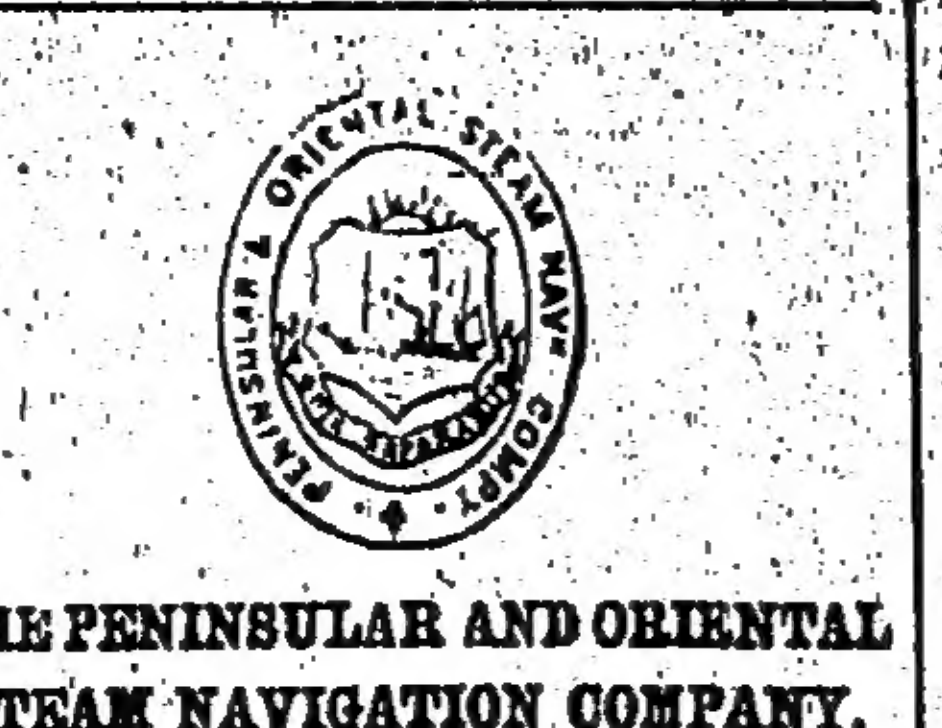
For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 14th October, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Captain B. W. H. Snow, carrying His Ma-
jesty's Mail, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 17th
Oct., at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "Britannia," 7,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo to the
Mail steamer proceeding direct to Marseilles
and London, other Cargo for London, &c., will
be conveyed direct by the R.M.S. "Marmora,"
due in London on 28th November, 1908.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 5th October, 1908.

[7]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain Evans, will be despatched for the
above Ports, on FRIDAY, the 16th instant,
at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 13th October, 1908.

[11]

HONGKONG, NEW YORK &
BOSTON.AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE".....10th Nov., 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 9th October, 1908.

[90]

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar
at pupil's residence.
Evening engagements for Dances and
Concerts.

Apply to—

E. J. LOKES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

[102]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFER

NOW DESPAIR!

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Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above
on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 21st September, 1908.

[860]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched as
above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & Co., LD.,

Agents.

Hongkong, 22nd September, 1908.

[863]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched
for the above Ports on SATURDAY, the 20th
October, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 12th October, 1908.

[975]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

S.S. "PATHAN".....1st October.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 12th October, 1908.

[820]

NORTHERN PACIFIC LINE

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

Proposed sailings from Hongkong for

VICTORIA, B.C., AND TACOMA.

via

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

To Sail

Saveric.....6,235

W. Shotton.....Nov. 10

Kametic.....6,232

F. S. Cowley.....Dec. 11

Yaddo.....4,503

G. B. McGill.....Dec. 22

Inveric.....4,789

J. Boyd.....Jan. 12

These steamers are specially fitted for the

carriage of Asiatic Stevedore passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Building.

Hongkong, 10th October, 1908.

[1970]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. E. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave—Hongkong—for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 530 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single journey.....34.

Meals.....\$1.35 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S. CO., LD.,

and

SHIU ON S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 2nd July, 1907.

[101]

HONGKONG AVERAGE MARKET

PRICES.

Corrected 9th October, 200 cts. per 5 Mch.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa. 18

Corned—Ham Ngau Yuk.....18

Roast—Shiu.....18

Break—Ngau Lam.....13

Soup, Tong Yuk.....15

Steak—Ngau Yuk Pa.....18

Sirloin—Ngau Lau.....28

Sausages—Ngau Yuk Chung.....26

Bullock's Brains—Know.....per set

Tongue fresh—Ngau Li.....each

Comed—Ham Ngau Li.....58

Head—Ngau Tau.....80

Heart—Ngau Sum.....per lb

Hump, Salt—Ngau Kin.....18

Feet—Ngau Keok.....each

Kidneys—Ngau Yiu.....10

Tail—Ngau Mei.....17

Liver—Ngau Con.....12

Tripe (undressed)—Ngau To.....7

Calves' Head and Feet—Ngau-chai-
tan-keok.....\$1.00

Mutton Chop—Yeung Pai Kwat.....22

Leg—Yeung Pei.....22

Shoulder—Yeung Shan.....20

Pigs' Chittlings—Chi cheong.....14

Brains—Chi Know.....per set

Feet—Chi Keok.....12

Fry—Chi Chak.....15

Head—Chi Tau.....16

Heart—Chi Sum.....10

Kidneys—Chi Yiu.....5

Liver—Chi Kon.....7

Pork, Chop—Chi Pai Kwat.....22

Corned—Ham Chu Yuk.....22

